



Historic Saloon Cars

Appendix 6 – Schedule T&C, Modified Saloon, Group 2

APPROVED VEHICLE SPECIFICATION

This form details the approved specifications or individual vehicle models for Historic competition, Section 5 Schedule T&C, Group 2 Historic Saloon car. To be issued with a COD, cars need to comply with these specifications, the physical appearance (shown in the illustrations) and the general historic rules as detailed in the current MSNZ Manual of Motorsport.

Make and Model of Car: Anglia 105E & 123E

Period or Original Manufacture: 1959 to 1967

MSNZ Historic Group: Group 2

Date of Issue of this document: July 2018



Refer to MSNZ Manual of Motorsport, Vehicle Eligibility, Historic Saloon Cars, General Regulations and Appendix 6 Regulations for permitted modifications.

SECTION 1 – CHASSIS

1.1 CHASSIS FRAME

Description: Uni Construction, Two door Coupe

Period of Manufacture: Jan 1959 to Dec 1967

Manufacture: Ford

Chassis number from: 105E0001/123E0001

Chassis Number Location: Bulkhead

Material: Steel

1.2 FRONT SUSPENSION

Description: McPherson Strut

Spring Medium: Coil.

Damper Type: Telescopic.

Adjustable: Optional

Anti-Sway bar: Integral with front suspension

Suspension Adjustment: See Comments.

COMMENTS:

Custom upper adjustable platform mounts are acceptable. Reinforcement to the spring tower is allowed. Shock absorbers must be of appropriate period type and use the original mounts. They may not utilise external gas/fluid reservoirs and/or canisters. Bushing material can be replaced, Outer Ball Joints must remain. Aftermarket conventional type sway bar with adjustable end links maybe fitted, IE, made of solid steel bar bent to shape. Diameter of sway bar is free. Hollow Sway Bars not permitted.

1.3 REAR SUSPENSION

Description: Live Rear Axle.

Spring Medium: Semi-Elliptical Leaf.

Damper Type: Telescopic

Adjustable: Yes

Anti-Sway Bar: Fitted

Adjustable: Yes

Suspension Adjustable: Yes

Method: Spring Height

COMMENTS:

Springs must be correct for the period and the type and location unchanged. Shock absorbers must be of appropriate period type and use the original mounts. They may not utilise external gas/fluid reservoirs and/or canisters. Aftermarket conventional type sway bar with adjustable end links maybe fitted, IE, made of solid steel bar bent to shape. A Panard rod or Watts linkage using spherical rod ends may be employed. Additional control arms may be fitted but in doing so, the original components must remain functional. The original axle and suspension must not be overridden.

1.4 STEERING

Type: Recirculating Ball and Nut

Make: Ford

COMMENTS:

Tie rod ends may be change to spherical bearing rod ends

1.5 BRAKES, FRONT

Type: Drum

Dimensions: 203 x 45 mm

Disc Material: Cast Iron

Calliper Make: N/A

Calliper Type: N/A

Calliper Material: N/A
Calliper Pistons per wheel: N/A
Actuation: Hydraulic
Master Cylinder Make: Girling
Adjustable Bias: Yes
Brake Booster Servo: N/A

COMMENTS:

Replacement of the front strut with a Consul 315 unit including disc brake setup is acceptable as being a period modification. Replacement callipers, a 4 pot, two piece bolt together fixed lug mount design of Steel or Aluminium approved. No ventilated discs allowed. Non-standard pedal boxes are permitted provided the original pedal location, pendulum & configuration is maintained. Master cylinders with reservoir must remain firewall mounted.

1.6 BRAKES, REAR

Type: Drum
Dimensions: Original 203 x 38mm
Disc or Drum Material: Cast Iron
Calliper Make: N/A
Calliper Type: N/A
Calliper Material: N/A
Calliper Pistons: N/A

COMMENTS:

No disc replacement allowed.

SECTION 2 – ENGINE

2.1 ENGINE

Make: Ford
Model: 105E, 123E, *(116E Cortina 5 Bearing Engine)
No. cylinders: 4
Configuration: In line
Cylinder Block Material: Cast Iron
Two/Four Stroke: Four
105E- Original Bore/Stroke: 80.96 x 48.41
109E/120E- Original Bore/Stroke: 81.00 x 58.39,
116E- Original Bore/Stroke: 80.962 x 72.746
Capacity – Original: **105E:** 997cc, **109E/120E:** 1198cc, **116E:** 1498cc
Cooling Method: Fluid
Identifying marks: Casting Numbers, refer Ford Manufacture specifications.

COMMENTS:

The Mk1 Cortina 116E Engine is allowed due to being a period modification. Maximum capacity is restricted to 1700cc and must use the pre Crossflow Head.

2.2 CYLINDER HEAD

Make: Ford

No. or valves/cylinder:	Inlet: One	Exhaust: One
No. or ports total:	Inlet: Four	Exhaust: Four

No. of Camshafts: One **Location:** Block **Drive:** Chain
Valve actuation: Pushrod and Rockers
Spark Plugs/Cylinder: One
Identifying marks: Refer to Manufacturer

COMMENTS:

The use of a Lotus Twin Cam Head is not approved. The use of the later Crossflow Head is not Approved.

2.3 LUBRICATION

Method: Wet Sump
Oil Cooler: Yes

COMMENTS:

Aftermarket front pulley driven belt drive block mounted dry sump pump system approved. Dry sump tank mounting must be in engine bay, cockpit behind drivers/passengers seat or in boot. Oil Cooler approved.

2.4 IGNITION SYSTEM

Type: **Coil and Distributor**
Make: **Lucas/Bosch**

COMMENTS:

Aftermarket Electronic insert approved but must remain with an operating distributor and single coil.

2.5 FUEL SYSTEM

Carburettor Make and Model: Weber DC-01 No: 2 Size: 26/27,
Carburettor number: One
Pump: Mechanical

COMMENTS:

Multiple carburettors approved. Solex on the original 105E.

SECTION 3 - TRANSMISSION

3.1 CLUTCH

Make: Ford
Type: Dry Plate
Diameter: 184mm
Actuation: Hydraulic

No. of Plates: One

COMMENTS:

Hydraulically operated multi plate race clutch approved.

3.2 TRANSMISSION

Type: Synchro-mesh
Make: Ford Type 3 or Type E
No. forward speeds: Four. **Gearbox Location:** Behind engine.
Gear change type and location: Remote on floor, attached to gearbox tail housing.

Case Material: Cast Iron

COMMENTS:

Close ratio gear sets maybe used.

3.3 FINAL DRIVE

Make: Ford

Model:

Wheel Method: Rear

Ratio: Various

Differential: Steel tube housing in one piece

Type: Hypoid Bevel

COMMENTS:

LSD allowed.

3.4 TRANSMISSION SHAFTS (EXPOSED)

Number: One

Description: One piece open tail shaft with universal joints.

COMMENTS:

3.5 WHEELS AND TYRES

Wheel type – Original: Disc

Material – Original: Steel

Fixture Method: Stubs

No. of stubs: Four

Wheel Dia & rim width:

Front

Rear

Original:

13 x 5 inches

13 x 5 inches

Allowed:

13 x 6 Inches

13 x 6 Inches

Tyres allowed: 50% Minimum aspect ratio, Refer to Appendix 6 tyre rules

COMMENTS

Period Alloy wheels allowed. 13 inch diameter rims approved. No 14 inch

Rims.

4.1 FUEL SYSTEM

Tank Location: Boot

Capacity: 32 litres

Fuel Pump type and location: Mechanical on engine block

Make: Ford

COMMENTS

Boot mounted fuel cell fitment approved. Electric fuel pump approved.

4.2 ELECTRICAL SYSTEM

Voltage: 12

Generator: fitted

Battery location: Engine Bay

COMMENTS

Boot mounted battery approved. Battery cannot be mounted inside cabin. Alternator approved.

4.3 BODYWORK/INTERIOR

Type: Coupe

Material: Steel

No. of Seats: Four

No. of doors: Two

Spoilers Front: Nil

Spoilers Rear: Nil

Hood Scoop: Nil

COMMENTS

Any part of the wheel arch/wing pressing folded into the wheel arch may be deformed, but not removed, to give clearance to the tyres is approved, but the outside original appearance must remain but minor flaring allowed. Headlining and Carpet can be removed. Rear Seat can be removed but a rear seat look-alike cover must be used in its place. Aftermarket dash gauges with the look of the period are approved. Glazing and its operation must remain. Rear window can be replaced with approved Perspex/Plexiglas, vent holes are not approved. Aftermarket Fibreglass or Carbon Fibre panels are not approved. Homologated Flared Guards and lightweight panels are not approved.

PLEASE SEE NOTES: Roll cage construction side intrusion bars.

Anglia's were raced successfully in NZ during the 60's and were heavily modified during that period. Proof of period modification to a car is allowable but must be proven with period photographs and documentation.



4.4 DIMENSIONS

Track – Front: 1220 mm

Rear: 1220 mm

Wheelbase: 2290 mm

Overall Length: 3890 mm

Curb Weight: 735 KG's

4.5 SAFETY EQUIPMENT

See MSNZ Appendix Six – Schedule AA and Appendix Two - Schedule A.

NOTES: When constructing the roll cage side intrusion bars it is important to allow clearance for fitment of inside door arm rests, window winders and door opening handles.

ADDITIONAL COMMENTS:

If you are unsure of eligibility or the approved replacement components and/or other technical issues for the above vehicle please contact the MSNZ Historic Commission. Their details can be found on www.motorsport.org.nz